

**MINUTES OF MEETING  
RIVER RIDGE  
COMMUNITY DEVELOPMENT DISTRICT**

A Regular Meeting of the River Ridge Community Development District's Board of Supervisors was held on **Tuesday, November 15, 2016 at 1:00 p.m.**, in the **Sound Room** at the **River Club Conference Center (Second Floor of Fitness Center)**, 4784 Pelican Sound Boulevard, Estero, Florida 33928.

**Present at the meeting were:**

Terry Mountford	Chair
Bob Schultz	Vice Chair
James Gilman	Assistant Secretary
Judy Haase	Assistant Secretary
Tom Schoenheider	Assistant Secretary

**Also present were:**

Chuck Adams ( <i>via telephone</i> )	District Manager
Cleo Crismond	Assistant Regional Manager
Charlie Krebs	District Engineer
Tony Pires	District Counsel
Jim Whitmore	PSGRC General Manager
Eric Long	PSGRC Assistant General Manager
Mike Grable	Bonness, Inc.
Larry Fiesel	Supervisor-Elect
Peter Bodnar	Resident

**FIRST ORDER OF BUSINESS**

**Call to Order/Roll Call**

Ms. Crismond called the meeting to order at 1:00 p.m., and noted, for the record, that all Supervisors were present, in person.

**SECOND ORDER OF BUSINESS**

**Public Comments: Agenda Items (5 minutes per speaker)**

Mr. Mountford suggested that Mr. Peter Bodnar, a resident, present his comments when the representative from Bonness arrived. Mr. Bodnar agreed.

**THIRD ORDER OF BUSINESS**

**Continued Discussion: Traffic Calming**

Mr. Mountford asked if the radar sign that was not working was repaired. Mr. Long stated that the radar sign was sent out for repairs. The sign must be tested and reconfigured; it was linked to Bluetooth but did not respond.

**FOURTH ORDER OF BUSINESS**

**Update: Ownership Transfer of Roadway from Torrey Pines Court to River Club Parking Lot**

After this meeting, Mr. Pires had a conference call scheduled with the District Engineer and the Pelican Sound Golf and River Club (PSGRC) attorney to discuss the necessary documents for the ownership transfer and prepare a checklist. According to Property Appraiser records, the roadway tract was part of a larger legal description and did require a separate survey, sketch and legal. Part of the discussion would be, whether approval was needed from Estero or Lee County, because it was not platted, and if a title commitment was necessary.

Mr. Gilman asked if Village of Estero was involved. Mr. Krebs replied that submittals must be through the Village because they were the agency of record.

Mr. Pires was researching whether the Traffic Control Agreement, with Lee County, must be amended because the segment of road was not included, as it was not a District road at the time the agreement was entered into. The agreement was with the Board of County Commissioners and the Lee County Sheriff, to allow for the Lee County Sheriff to enter the community to patrol and issue citations, upon the request of the CDD. The question was whether to leave the agreement, as stated. Mr. Pires would investigate this matter and provide a recommendation.

Mr. Pires stated that, according to Mr. Krebs, the road was built to Lee County standards for a public road and qualified, under the Statute, for conveyance to the CDD, and requested that this item be added to the Action Items List.

**FIFTH ORDER OF BUSINESS**

**Discussion: Potential Improvements to Corkscrew Road Entrance Vehicle Stacking**

This item was discussed following the Sixth Order of Business.

**SIXTH ORDER OF BUSINESS****Update: Roadway Resurfacing**

Mr. Bodnar noticed that large pieces of concrete gutter, in front of his driveway on Masters Circle, were removed. Mr. Schoenheider stated that was the case, all over the community and assumed the areas would be filled in with asphalt.

Mr. Krebs stated that there was damage when grinding because every piece of asphalt connected to the curb was removed, for a clean connection; if the curb was cracked all the way or a large portion was removed, it would be replaced. Mr. Krebs reviewed the finished product with Mr. Mike Grable, of Bonness but not the milled areas. Mr. Grable would inspect Masters Circle after the meeting. Mr. Krebs noted punch list items that Bonness must address. Once Bonness was finished, there would be a walk-through and a punch list would be created. Ms. Nicole Monahan, of Hole, Montes, Inc. (Hole, Montes), would inspect the roads to ensure that the surface was free of imperfections. Mr. Krebs noticed areas of Island Sound where the pavement was scuffed by trees that were recently trimmed and that a trailer parked on the pavement would cause imperfections. The asphalt was new and did not have years of curing, so anyone spinning a tire or using heavy equipment with heavy point loads would create an imperfection but anything outside of that, was the contractor's responsibility to repair.

Mr. Bodnar asked if garbage trucks could cause an imperfection. Mr. Krebs stated that a concern during the resurfacing was traffic control and trying to schedule around when garbage trucks would be entering and exiting to reduce imperfections.

Mr. Schoenheider asked if the gutter would be replaced if large chunks of cement were missing. Mr. Krebs replied that, if the damage was severe, affecting the curb, there would be curb repairs but chipping of the edge was anticipated, based on the milling process.

Mr. Mountford stated that, besides the chipping, the road was cut in various levels and looked like mud but, according to Mr. Krebs, it was stone. On Masters Circle, there were three to four large depressions. Mr. Mountford was concerned about Bonness laying the asphalt without preparing the areas and did not want a long punch list; he wanted it done right the first time. Mr. Krebs recalled that, if areas that had flat sections had to be milled down, Bonness was going to replace with a black base, which was an allowable Florida Department of Transportation (FDOT) solution. There were 1,000 yards (yds) of limerock repairs, whether from tree roots causing damage or a drainage imperfection from the original installation.

Mr. Mountford stated that there were several depressions that no one investigated and the milling did not get down to the bottom of the depression. Mr. Krebs stated that was a good thing because, if Bonness milled it down, all that would be left was solid concrete, like Island Sound Circle. If the depression went all the way through, when the asphalt was milled down, the depression would still be there. Correcting the depression with asphalt was an allowed solution. Mr. Mountford stated that, when asphalt was applied, there would be an ugly patch. Mr. Krebs would inspect the area with Mr. Grable.

Mr. Grable discussed how depressions would be repaired. A milled surface, with a depression in the middle, was like extending a turn lane that turned into a business.

Mr. Bodnar believed that there was no specification for a chip or chunk of concrete. Mr. Grable would inspect it and, if it was cracked, broken or a trip hazard, it would be re-done but a chip off of the edge was common with milling and was an expected occurrence. Mr. Bodnar asked if the industry standards were on the internet. Mr. Gilman asked what would happen if a homeowner was not satisfied. Mr. Krebs replied that the area could be inspected but, if it fell within allowable FDOT standards, it would not be included. At Mr. Gilman's request, Mr. Krebs would forward the FDOT standards to Management, to distribute to the Board.

Mr. Schultz understood that the punch list was prepared after the job was completed and included visible items; however, at the end of the Gleneagles Links Drive cul-de-sac, there were oak leaves, between the curb and the street, which were not visible. The homeowner was told that the hot asphalt would burn the leaves. Mr. Grable stated that debris is never left in the road. A hot tack truck would put tack down, which removed debris in the road. Mr. Schultz asked how close the tack was to the curb. Mr. Grable replied usually within 6" to 8" of the curb, to prevent tack from getting onto the curb and staining it. Mr. Grable understood that there were concerns and would address them. Mr. Schultz stated that asphalt up to the curb was removed in some places but, on Gleneagles Links Drive, by the far cul-de-sac, there was a 6' to 8' strip of new curbing where the concrete spilled over the edge of the curb. Mr. Schultz would forward pictures to Mr. Grable.

Discussion ensued regarding the requirement for the depth of a manhole to the asphalt. Mr. Schultz noticed a raised manhole at 20833 Gleneagles Links Drive, which Mr. Krebs would inspect.

Mr. Schoenheider asked if the pavers would be replaced. Mr. Krebs replied that the pavers would be in a separate bid. Areas that had cracked pavers would be identified, as well as pavers that must be replaced or flipped. Mr. Mountford did not want a design change. Flat pavers that look fresh were wanted.

- **Discussion: Potential Improvements to Corkscrew Road Entrance Vehicle Stacking**  
***\*\*\*This item, previously the Fifth Order of Business, was presented out of order.\*\*\****

Mr. Krebs distributed exhibits of the proposed improvements to the Corkscrew Road entrance to improve stacking ability. In Exhibit A, the resident lane was expanded by changing the existing radius to 22', to try to hold the existing pavement along Corkscrew Road, east of CDD property and by the guardhouse. The issue with any type of expansion is having potable water on the north side and force and reuse mains on the south side. In Exhibit B, the resident lane was expanded the same as in Exhibit A but three lanes were created. The right lane would be 11', an 11' lane would service guests and an 11' lane would transition down to the existing roadway. In Exhibit A, when three maintenance vehicle trailers were stacked, no vehicle could drive around but, with two trailers, a car could enter the resident lane. In Exhibit B, with four trailers, a car could enter the resident lane. These are options to expand within the right-of-way (ROW), without having to contact the Parks and Recreation Service to obtain an easement; however, Staff must work with Lee County Utilities (LCU) to change the locations and material of the water mains. Typically, LCU does not like their utilities to be under the pavement because the pipes must be ductile iron. With either option, there must be a utility relocation to widen the throat to improve resident access.

Discussion ensued regarding the south side utilities, availability of power, internet, cable and power line relocation and service disruptions.

Mr. Mountford asked how many normal sized vehicles could access the entrance, versus the current configuration. Mr. Krebs replied that, in Exhibit A, the guardhouse was pushed out 124', versus 167'; in Exhibit B but did not know how far back the resident lane was pushed. Mr. Schultz estimated that, in the single lane, before it splits, five to six vehicles were stacked up. Mr. Whitmore stated that front loader trailers could fit six cars. Mr. Krebs noted that, for Exhibit A, residents could maneuver around two trailers. Mr. Pires stated that it depended on the exact location of the road ROW. Mr. Krebs showed the ROW as parallel lines but the Lee County Property Appraiser recognized horizontal tolerances, as far as the property lines. Corkscrew

Road is a County road controlled by Lee County. Mr. Pires distributed materials from last week's Village of Estero Council Meeting. The first item addressed road segments to be transferred from Lee County to The Village of Estero. Corkscrew Road extension was not listed as a road to be transferred to The Village of Estero. The second item was an email from Ms. Lenore Brakefield, of Mr. Pires' office, to Mr. Burt Saunders, Village of Estero Counsel, regarding the Village of Estero taking responsibility of a portion of Corkscrew Road west of US 41, commonly known as the Corkscrew Road Extension. According to Mr. Saunders, "The Village of Estero was reviewing the portion of Corkscrew Road and would likely add it to the list of roads to take over". In Mr. Pires' opinion, this was a County road and any Development Order (DO) for road widening activities must be issued by the Village of Estero. If the Board decided to proceed, the location of the road ROW and how much room was necessary should be confirmed and a letter should be sent to Lee County regarding the District applying to the Village of Estero for the DO, to engage in this activity and, because it was a County road, the District was not taking responsibility. Because the property was conveyed to the State, in 1961, with remaining interest from various Koreshan parties and had restricted use as a park, the State must agree to convey the property or grant an easement, with the restriction that some successor in interest could say that it was designed for a State Park.

Mr. Schultz suggested taking the key steps, initially, to receive a favorable response before proceeding with the planning and design process. Mr. Krebs would speak with LCU and Lee County DOT. Even if the County does not have ownership, DOT may request a ROW permit, as the County would require a Village of Estero permit, County DO and ROW permit for expanding or adding other improvements. There was consensus from the Board. In the meantime, Mr. Krebs suggested painting the curb to show how far back a vehicle must stop and incorporate into the design. Mr. Whitmore would measure the size of the backup and provide the data to Mr. Krebs.

Mr. Mountford asked if traffic was better since trucks were asked to access through the main gate. Mr. Whitmore replied affirmatively. In response to Mr. Mountford's question, Mr. Whitmore replied that trucks entering the Corkscrew gate were granted access but were informed that, in the future, they must use the main gate.

Ms. Haase asked if there were discussions with the Village of Estero about taking ownership of the road. Mr. Pires stated that he only spoke with Mr. Saunders. Mr. Whitmore

stated that Mr. Howard Levitan, Vice Mayor of The Village of Estero told him that the Village of Estero was looking at the road. Mr. Krebs believed that The Village of Estero taking ownership was based on their potential for future development in a parcel south of the Corkscrew Road entrance. Mr. Schultz volunteered to serve as liaison with Mr. Levitan. Mr. Pires would advise Mr. Schultz what to discuss with Mr. Levitan.

In response to Mr. Gilman’s question, Mr. Krebs stated that the portion of Corkscrew Road west of US 41 was a County maintained road that met County design standards but not FDOT design standards. It was originally a Viewers road but, when Pelican Sound was developed, it was considered a County maintained road. Mr. Krebs would find out what level the road was designed to and the standard, up to the gatehouse.

At Mr. Schultz’s request, after Mr. Krebs meets with LCU and Lee County DOT, he would provide feedback to Mr. Schultz and Mr. Pires to assist with their discussions with The Village of Estero.

Mr. Pires stated that on the list that was part of the agenda package for the Village of Estero meeting, Corkscrew Road was marked as an arterial road for 5.87 miles, and asked if it was from the preserve to the Corkscrew Road gatehouse. Mr. Krebs did not believe that it included the portion west of US 41 and must measure it. Mr. Pires asked Mr. Krebs to include this in his discussions with the Lee County DOT.

**SEVENTH ORDER OF BUSINESS**

**Acceptance of Unaudited Financial Statements as of October 31, 2016**

Ms. Crismond presented the Unaudited Financial Statements as of October 31, 2016.

**EIGHTH ORDER OF BUSINESS**

**Approval of October 25, 2016 Regular Meeting Minutes**

Ms. Crismond presented the October 25, 2016 Regular Meeting Minutes and asked for any additions, deletions or corrections.

The following change was made:

Line 50: Insert “to the River Club parking lot” after “Torrey Pines Court”

**On MOTION by Ms. Haase and seconded by Mr. Gilman, with all in favor, the October 25, 2016 Regular Meeting Minutes, as amended, were approved.**

• **Action/Agenda Items**

Ms. Crismond stated that Mr. Bill Kurth, of LakeMasters Aquatic Weed Control, Inc. (LakeMasters), attended the last meeting and the Board approved the water quality testing on Lakes E4-A, H1-B and E1-E and an algae analysis and muck testing on Lake E4-A. Mr. Kurth was supposed to meet with Mr. Whitmore regarding proposals for a bacteria tank but was unable to, due to a death in the family and Ms. Crismond requested that these items be placed on next month’s agenda.

Mr. Mountford asked if there were any sidewalk issues. Mr. Whitmore replied that 99% of the sidewalk trip hazards were addressed. In response to Mr. Mountford’s question, Mr. Whitmore stated that sidewalk maintenance was performed regularly. At Mr. Mountford’s recommendation, Mr. Pires suggested that, every six months, staff perform a walk-through of the sidewalks. Ms. Crismond stated that several Districts have engineering staff inspect the sidewalks, twice per year, for trip hazards. Mr. Schultz requested that the District Engineer inspect the sidewalks in the spring and the PSGRC inspect in the fall and that issues be handled per occurrence.

Item 5 was completed and Items 7 and 9 were combined.

At Mr. Mountford’s request, Item 8 would be renamed, “Mr. Pires to research acquiring an easement from the state park”.

**NINTH ORDER OF BUSINESS**

**Other Business**

There being no other business, the next item followed.

**TENTH ORDER OF BUSINESS**

**Staff Reports**

**A. District Counsel**

Mr. Pires stated that because Mr. Fiesel was a Supervisor-Elect, he could not have any communications with Board Members outside of a meeting.

**B. District Engineer**



There being no report, the next item followed.

**C. District Manager**

**i. NEXT MEETING DATE: December 13, 2016 at 1:00 P.M.**

Ms. Crismond indicated that the next meeting will be held December 13, 2016 at 1:00 p.m., at this location.

Ms. Crismond stated that all the sign inserts were supposed to be completed today, per Lykins-Signtek (Lykins). Palm pruning and pine straw installation were commencing on Monday. Proposals were pending for the cord grass replacements on the dry retention pond, and upon receipt, the work would be expedited.

Mr. Schultz requested that ditches on the street, leading to dry detention areas, be cleaned from “bubble ups”. Ms. Crismond would coordinate this work.

**ELEVENTH ORDER OF BUSINESS**

**Supervisors’ Requests and Public  
Comments (5 minutes per speaker)**

There being no Supervisors’ requests and public comments, the next item followed.

**TWELFTH ORDER OF BUSINESS**

**Adjournment**

There being nothing further to discuss, the meeting adjourned at 2:12 p.m.

[SIGNATURES APPEAR ON THE FOLLOWING PAGE]

  
Secretary/Assistant Secretary

  
Chair/Vice Chair